

The Hong Kong Chronicle

No. 3.]

HONGKONG, FRIDAY, JUNE 17TH, 1881.

[PRICE—\$16 PER ANNUM.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 21st June, 1881, at Two P.M., at the "Victoria Club," No. 4, Wyndham Street, the whole of the

HOUSEHOLD FURNITURE, &c.

Comprising—

SOFAS, CHAIRS, EASY CHAIRS, Marble-top TABLES, GLASS BOOKCASE, CARD TABLE, MIRRORS, GASALIERS, SOFA CARPETS, DINING TABLE, BAR, GLASS, CROCKERY, & PLATED WARE, PICTURES, RACKS, and WASHSTANDS.

ONE SQUARE PIANO, by J. BROADWOOD and SONS.

ONE HARMONIUM.

ONE MUSICAL BOX.

ONE THURSTON'S BILLIARD TABLE.

ONE AMERICAN CAROM TABLE.

ONE FRENCH BILLIARD TABLE.

With BALLS, CUES, &c., complete; A BOWLING ALLEY, with BALLS, PINS, &c., complete.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 15th June, 1881.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

SATURDAY,

the 25th June, at 4 o'clock p.m. On the premises, unless previously disposed of by private contract, the Two Houses recently built upon portion of Inland Lot No. 125 in Elgin-street, and known as Nos. 16, 18, 20, 22, and 24, "Sea View."

This property has a peculiar value on account of its central and easily accessible position. The houses afford a fine view of the harbour. They are substantially built, and may be sold either separately or together. The present monthly rental is \$215, and the annual crown rent \$40.

For plans, particulars and conditions of sale apply to

SHARP & Co.,

Attorneys and Valuators of Lands, Houses, and Estates, 13, Queen's-road Central, opposite the Chartered Bank of India, Australia and China.

Hongkong, June 16, 1881.

Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS.

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. No. 46, Queen's-road CENTRAL.

T. N. DRISCOLL. TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.

45, and 47, Queen's-road.

William Schmidt & Co. GUNMAKERS, &c. BEACONSFIELD ARCADE.

Hong Kong Horse Repository AND LIVERY STABLES.

J. KENNEDY,

PROPRIETOR.

Carriages of every Description For Sale, or Hire.

Intimations.

ECA DA SILVA & Co.

GENERAL COMMISSION AGENTS AND AUCTIONEERS.

IMPORTERS OF PARISIAN GOODS, SPANISH WINES, AND GENUINE HAVANA CIGARS.

Special lines in FANCY and Plain SATIN, SILK, and GAUZE DRESSES.

A variety of Richly TRIMMED COSTUMES, from the first houses in Paris.

Elegant Dressing & Morning GOWNS.

BATHING DRESSES in the latest Style.

MUSLIN SHAWLS, CRAVATS, and FICHUS.

An assortment of Fine FRENCH CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW HATS, in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every description.

Silk and Lisle Thread STOCKINGS, COLLARS and CUFFS in latest Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Articles suitable for presents, from the Grand-Magazine du Louvre.

Piess & Lubin's Celebrated PERFUMES.

The most varied collection of Fancy Goods in the Colony.

SHERRIES of the Finest Quality at extremely low prices.

Note the address, 48, Queen's-road Central.

Hongkong, 15th June, 1881.

C. L. THEVENIN. WINE AND SPIRIT MERCHANT, AND COMMISSION AGENT.

HONGKONG HOTEL BUILDING, QUEEN'S-ROAD CENTRAL.

JOHN NOBLE.

CHRONOMETER AND WATCHMAKER, JEWELLER & SILVERSMITH.

Meteorological and Nautical Instruments.

No. 8, QUEEN'S-ROAD.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

D. K. GRIFFITH & Co. MANUFACTURERS OF THE LONDON AERATED

WATERS, AND GENERAE AGENTS.

7, Beaconsfield Arcade.

Insurances.

LE CERCLE-TRANSPORTS. SOCIETE ANONYME D'ASSURANCE MARITIME-MARSEILLE.

CAPITAL SUBSCRIBED...15,000,000 Francs. CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed Agents of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co. Hongkong, 15th June, 1881.

Intimations.

A. MILLAR & Co.

PLUMBERS, GASFITTERS, COPPERSMITHS, AND BRASS FOUNDERS, OFFICE AND WAREROOM FLETCHER'S BUILDINGS, QUEEN'S-ROAD EAST. WORKS—STRING GARDENS, WANCHAI.

J. UELMANN & Co.

42, QUEEN'S-ROAD, CENTRAL, 42.

Importers of WATCHES, CLOCKS, MUSICAL BOXES, MARINE and EYE GLASSES, in great varieties, and General Goods.

N.B.—Watches carefully repaired at moderate rates.

T. ALGAR AND COMPANY, HOUSE AND ESTATE AGENTS.

RENTS COLLECTED.

BROWN, JONES & Co., UNDERTAKERS.

MOURNING STATIONERY, &c.

MONUMENTS ERECTED.

9, HOLLYWOOD ROAD.

To be Let.

With Immediate Possession, at the "Blue Buildings," Praya East, ONE SECOND FLOOR.

One THIRD FLOOR.

Three BASEMENTS.

Also, one STONE BUILT GODOWN on the Premises.

Apply to

FUNG MING SHAN, Mercantile Bank; or,

J. M. GUEDES, Jun.

Hongkong, 15th June, 1881.

BEDROOM TO LET, With or Without Board.

CENTRAL POSITION.

Apply to

N. J. Office of this Paper.

For Sale.

JUST LANDED.

Ex S.S. "Glaucus" AND "Euphrates."

DASS'S PALE ALE in Pints, Bottled

By CAMERON & SAUNDERS.

GUINNESS'S STOUT in Pints, Bottled by J. & J. BURKE.

For Sale by the Undersigned.

ECA DA SILVA & Co.

Hongkong, June, 15th 1881.

FOR SALE.

A FEW DOUBLE BARREL BREECH-LOADING GUNS, 100 Loaded Cartridges and Bags with them; st. \$20 each.

J. F. SCHEFFER,

54, Praya Central.

Hongkong, 15th June, 1881.

FOR SALE.

PRIME GENEVER in Stone Jars;

MAIEL BRANDY...at \$6.50 per Dozen;

WOLFE'S SCHNAPES and KUM-MEL; GOOD NAVY COCOA (retail at 20. Conts per lb.); SALOON RIFLES and

CARTRIDGES; GOOD REVOLVERS, RELOADING GUNS, SHOT and CARTRIDGE CASES

in Sizes, &c., &c., &c.

J. F. SCHEFFER,

54, Praya Central.

Hongkong, 15th June, 1881.

FOR SALE.

J. AND R. TENNENT'S ALE and

PORTER.

DAVID CORSAIR & SONS'

Merchant Navy

Navy Boiled

Long Flax

Crown

CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 16th June, 1881.

For Sale.

KELLY & WALSH

Sweet Caporal, Old Judge, Entre Nous and other popular Cigarettes. A Consignment of Japanese Packing, Printing and useful papers.

All the Novelties from Vienna, London, Paris and America. Summer Games, Lawn Tennis, Croquet, &c.

New Fine Art Goods.

New designs in Playing Cards.

The Japanese Lacquer Playing Cards.

Mathematical Instruments.

Colour Boxes and Artist's Sundries.

Consignment of Boosey's Band Instruments.

New Menu and Name Cards.

New designs in Stationery.

A new stock of Tauchnitz Novels.

A large stock of well finished European

ACCOUNT BOOKS in full and

half binding, also Ladies' and Gen-

lemon's Chit Books.

Fancy Goods of every description.

Hongkong, June 15th, 1881.

LANE, CRAWFORD & Co.

ENGLISH and AMERICAN STORES.

HUNTERLY and PALMER'S BISCUITS.

A. S. WATSON & CO.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,
AND

Manufacturers of the following
AERATED WATERS, viz.:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

Notices to Correspondents.

All communications should be addressed to the Editor, "Hongkong Telegraph," 15, Wellington Street.

All letters for publication must be written on one side of the paper only.

Correspondents are requested to forward their names and addresses with all communications intended for insertion, not necessarily for publication, but as evidence of good faith.

Notice to Subscribers.

Subscribers who do not receive their newspapers within thirty-five minutes after the time of publication will oblige by communicating with the Editor.

THE
Hongkong Telegraph.

HONGKONG, 17TH JUNE, 1881.

For the past six months there have been vague rumours afloat in the Colony, respecting the probable introduction of an improved system of public conveyance, and although in well informed circles it was well known that two rival Tramway Companies were hard at work preparing their respective schemes, the majority of our colonists pooh-poohed the idea, as the silly dream of some idle speculator. That there was more than mere rumour in the report, was practically proved at the Meeting of the Legislative Council held on Monday, June 13th, when Mr. F. B. Johnson, begged leave to introduce an Ordinance to authorize the construction of Tramways in this Colony; and Mr. Ng Choy, on behalf of a rival concern, moved for permission to introduce a bill for the same purpose. Leave was of course granted to both gentlemen, and His Excellency the Governor in welcoming the movement, regretted that he could pledge the Government to nothing definite at present.

In the course of his remarks Mr. Johnson stated that eight years ago, in conjunction with a few friends, he proposed to introduce tramways into Shanghai, but, in consequence of a violent opposition which was raised to the scheme by an influential section of the community, it failed to succeed, and had to be withdrawn. Believing that Mr. Johnson is actuated by the best of motives, and giving him credit for possessing some practical acquaintance with his subject, we regret that there is nothing in the statement he laid before the Council, which can induce us to believe that his scheme is either practicable or advisable, so far as this Colony is concerned.

It needs no arguments from Mr. F. B. Johnson, or from anybody else, to prove to the community of Hongkong that a system of improved communication and conveyance would

largely benefit this Colony. Nor can it be denied that "free and unrestricted communication is the soul of industry;" but, assumptions, that general principles applicable to the rest of the world, must necessarily also apply to Hongkong, will hardly stand a critical test. This kind of argument is styled a mis-application of the middle term.

It is undoubtedly that the almost universal adoption of tramways by most of the large cities of Europe and America, is about the best proof that could be adduced of their usefulness; but with all due respect to Mr. Johnson, we beg to differ most emphatically from his opinion that the conditions of traffic in Hongkong are eminently favorable for their introduction here. Mr. Johnson is reported to have said that:—"For all purposes of trade the City of Victoria may be described as one long thoroughfare 3½ miles in length, forming a continuous street through which there is a ceaseless flow of passenger and other traffic from early dawn until after dark. At the east-end (?) west-end) of this route is the shipping quarter, with its continuous fleet of junks, the wharves of the P. & O. Company, the Canton and Coasting Steam-boat Companies; in its centre are the offices of the merchants, the public offices, the quarters of the military forces, and the naval stores. At its last end is a long line of godowns terminating in what may be called the manufacturing quarter." He then makes some reference to sedan-chairs and jinrikshas, and remarks that "it would be as absurd to argue that because we are supplied with chairs and rickshas we do not need tramways, as it would be to assert that, because London has its four-wheeled cabs, and hansom, it does not need underground, railways, omnibuses, or tramways." The promoters of Mr. Johnson's scheme feel confident of carrying passengers from East Point to the Clock Tower for 2 cents, and the whole route (we will doubtless get some definite knowledge of what is meant by the "whole route" later on) for 4 cents, accomplishing the entire run including stoppages, in one hour. Mr. Johnson did not think it necessary to enlarge upon "the immense boon which a tramway under such circumstances and affording protection from sun and rain would afford to all classes of the community"; but he was good enough to assert that if tramways were now in operation we should see Belcher's Bay in the West, and Causeway Bay in the East, occupied by an industrious population, and large portions of land now lying unproductive contributing crown rents to the revenue of the Crown.

Briefly stated the above is Mr. Johnson's case in favor of the introduction of tramways into Hongkong, and it is not too much to say that any business man, who knows anything whatever about the practical working of tramways, and is at the same time acquainted with the actual requirements of this Colony, could effectually demolish the honorable gentleman's house of cards in half a dozen trenchant sentences. A more uncalled for, more impracticable, and more unnecessary measure has only once before been introduced into Hongkong, and that was when some eccentric geniuses mooted the extraordinary project of laying a railway from Ice House Lane to the Gap. Should Mr. Johnson's proposed Tramway Scheme meet with opposition it will not be from the influential classes which ride in carriages. With the exception one of our Indian merchants and the representative of the "princely house"; carriages are unknown amongst the household gods of the Hongkong aristocracy.

It may not be necessary to legislate for the special interests of that class which ride in carriages, nor would it be politic or statesman-like to legislate specially for that class, which, by force of circumstances, has to trudge on foot through

life's weary ways. Class legislation has been denounced for years by all politicians worthy of the name. This tramway movement is intended to benefit one class only, and at the expense of many other classes.

Has Mr. Johnson, or has Mr. Ng Choy ever ridden, or driven from the Cross Roads to the Guard House in Queen's Road? We have frequently, and happen to know from practical experience what a dangerous experiment it is, with the thoroughfare so completely blocked with chairs and jinrikshas that a tramway car, even presuming there was room for it to work on the narrow road, which there certainly is not, could scarcely expect to travel faster than a man could walk. The establishment of tramways means the disestablishment of all other means of conveyance, chairs, jinrikshas, pony carriages, etc. Would not that be class legislation? Who desires to see the only decent road we have in the Colony completely ruined for the sake of an impracticable idea? Do Messrs. Johnson and Choy really believe that the European community would get into a tramway car on a sweltering hot day with a crowd of Chinese, and remain in the car with its unsavoury odours for the space of one hour in order to save six cents? Certainly not!—well, then if Europeans will not patronise the cars, the Chinese will not patronise the cars, the question of class legislation crops up; and in the event of provision being made for different nationalities by making a first and second-class, away into thin air vanishes the "good, wholesome democratic measure, which is intended to benefit all classes of the community."

If Hongkong is what Mr. Johnson describes it, we have been a good many years here without finding it out. If the Chinese support the Tramway Scheme it will be only for the sake of novelty, and to serve their own ends. If Europeans—but why speculate on what cannot be? Europeans, excepting those who have house property in the proposed line of operations, have nothing to gain, and everything in the shape of comfort out of doors to lose should the Government approve of either of the rival schemes. We think, however, that His Excellency the Governor will decline to accede to any measure of such large importance, on such flimsy grounds as have been adduced in the present instance. Shanghai may be suited for tramways; Hongkong never can be—at least, until Queen's Road has been made twice its present width. When Belcher's Bay is covered with splendid godowns, and the mud swamp at Causeway Bay has become the fashionable quarter of the City, we may then commence to think of tramways; but as both of these contingencies, *malgré* Mr. Johnson's sanguine anticipations, are so exceedingly remote, we may safely leave the matter to be settled sometime within the next two hundred years.

LATEST COMMERCIAL INTELLIGENCE.

One O'clock, Friday,

June 17th, 1881.

Business in Shares keeps remarkably quiet, very few transactions of importance having been booked since our last issue. Holders of small lots seem inclined to "freeze on" firmly for the approaching dividends, and as a large number of recent transactions have been for cash, with the dividends in view, there is not likely to be any important changes in purely local stock for the next few weeks. Docks are very firm this morning, and if sellers would do business at 53 a lot of transactions might be recorded. Banks are about the same as yesterday, a few shares having changed hands at 97 for July 1st. Hotel and Ice Shares are on the market at prices quoted. We append a complete list of latest quotations.

Shares.

Hongkong and Shanghai Banking Corporation Shares—97 per cent. premium.

Union Insurance Society of Canton—\$1,600 per share ex dividend.

China Traders' Insurance Company's Shares—\$1,700 per share.

North China Insurance Company—Tls. 1,125 per share.

Yangtsze Insurance Association—Tls. 810 per share.

Chinese Insurance Company, —\$312 per share.

Op Tai Insurance Company, Limited—Tls. 148 per share.

Hongkong Fire Insurance Company's Shares—\$1,000 per share, sellers.

China Fire Insurance Company's Shares—\$300 per share, sellers.

Hongkong & Whampoa Dock Company's Shares—53 per cent premium.

Hongkong, Canton & Macao Steam-boat Company's Shares—\$31 per share premium.

China Coast Steam Navigation Company—Tls. 162 per share.

Hongkong Gas Company's Shares—\$32 per share.

Hongkong Hotel Company's Shares—\$102 per share, sellers.

China Sugar Refining Company, Limited—\$188 per share.

China Sugar Refining Company (Doboutures)—3 per cent premium.

Hongkong Ice Company's Shares—\$120 per share, sellers.

Hongkong & China Bakery Company, Limited—\$42 per share.

Chinese Imperial Government Loan of 1874—(Nominal).

Chinese Imperial Government Loan of 1887—(Nominal).

Exchange.

On LONDON,

Bank Bills, on demand, 3/8

Bank Bills, at 30 days' sight, 3/8

Bank Bills, at 4 months' sight, 3/8

Credits, at 4 months' sight, 3/8

Documentary Bills, at 4 months' sight, 3/8

On PARIS,

Bank Bills, on demand, 4.61

Credits, at 4 months' sight, 4.71

On BOMBAY,

Bank, 3 days' sight, 225

On CALCUTTA,

Bank, 3 days' sight, 225

On SHANGHAI,

Bank, sight, 72

Private, 30 days' sight, 73

LOCAL AND GENERAL.

We must claim the indulgence of our readers for the delay in publishing the first two issues of "The Hongkong Telegraph." For a few days until we get our staff and machinery into thorough working order it may possibly be rather later than one o'clock before the paper is ready for distribution, although no effort will be spared to get it published exactly at the advertised time.

In reply to many enquiries we are pleased to say that we have no intention of permitting "The Hongkong Telegraph" to remain at its present size. With the printing press now in use we are unable to increase the size of the sheet; but as soon as our new press arrives from London, the paper will appear in the same form as our morning and evening contemporaries.

If this should meet the eye of any person who has a full sized press to dispose of, we shall be glad to receive particulars.

In connection with the reorganisation of the army, a scheme for the instant mobilisation of two army corps, devised by the late Government, is being exhaustively worked out. Under this arrangement, the necessary transport, arms, ammunition, equipment, and stores, to place such a force upon a war footing, have been provided at certain depots, and are held available for instant supply upon an order being given. So completely have the details been considered that the whole force could be equipped simultaneously.

We would direct the attention of the authorities to the unsatisfactory

condition of the Sailor's Home Wharf. The pier itself, a very substantial granite one, is a long way the best erection of the kind in Hongkong; but the approaches to the landing place have been allowed to fall into such a disreputable state, that we consider it quite time that something were done to remedy the grievance. The sand has silted up to such an extent that at low water no steam launch, and at times, not even a sampan, can get near the steps. For some reason or other a choice collection of granite boulders have been deposited (for safe keeping we presume), right in front of the wharf, so that even with plenty of water and a clear course, you are almost certain to get bumped on the stones. A few hours dredging, and a dozen coolies to remove the stones, would give comfort to a lot of west-end residents who are constantly using this Wharf.

The small steamer *Sea Gull*, well known in the Harbour, cleared out quietly the other morning, destination unknown.

The next English mail, with London dates to the 20th May, may be expected here on the evening of the 21st or early on the 22nd instant, by P. & O. steamer *Roberta* which left Singapore at four o'clock yesterday morning.

The Criminal Sessions for June will commence on Monday next, the 20th instant at the Supreme Court house at 10 A.M. The following is the Calender: 1—Kwong Tsui Tsing, unlawfully and wilfully making a false statement to Inspector Swanson, authorised to register births and deaths in the district of Shau-ki-wan, and deceiving him with regard to the birth of a certain child. Also against Cheung Wa Shing for aiding and abetting the first accused in the commission of a felony. 2—Ho A Iu assaulting and occasioning bodily harm; and three charges of previous conviction. 3—Leun Akin Tsum, two charges of maliciously wounding. 4—Wong Acheong, shooting with intent to murder. 5—Tang Acheung, larceny by a servant, and Chang A-Ng, receiving stolen goods.

A first rate story, in which an erring specimen of Muscular Christianity plays a leading part is reported in one of the metropolitan evening papers.

It is stated that last Sunday the vicar of a little village near Gravesend who is somewhat unpopular with a portion of his parishioners, made certain remarks in his sermon at which a lady smiled scornfully. The vicar walked down from his rostrum to the pew where the lady was seated, and having given her a good shaking, returned to his place and finished his discourse. His next appearance will be before the local magistrates.

The following cutting from *The Sportsman* will prove especially interesting to the hard-worked common juries of this ultra-legal community.

"The British juror is an unfortunate individual at the best of times. It is bad enough for the luckless citizen to be called upon at any moment to sit in the jury-box of a musty, evil-smelling court; to be bullied by judge, and buttered by counsel; to neglect his business, and listen to evidence as long as the court may desire—without pay; but it is much worse to be fined heavily for failing to put in an appearance. Mr. Justice Denman on Thursday ordered twenty-one jurymen to pay a sum of 10*l*. Their names had been included in the panel, and when at one o'clock the roll was called over twenty-one jurors were missing. This severe lesson will probably have good results. At the same time it is quite clear that our jury laws require thorough revising. The times have altered, but the law, at least in respect to juries, has not altered with them."

According to the Times, the disasters at sea recorded for the week ended April 29th were as follows:—There were 34 British and foreign wrecks, of which 20 were British, reported during the past week, making a total of 712 for the present year, or an increase of 197 as compared with the corresponding period of last year. The approximate value of property lost was £9,500,000, including British £5,300,000. Eight vessels were lost off the coasts of the United Kingdom; six by collision, and two abandoned at sea. About 53 men lost their lives.

An extraordinary freak of nature, reported in one of the London sporting journals, may prove interesting to a section of our readers:—

Breakwater, the dam of John Davis, and the property of the Marden Deer Park Stud, Caterham, Surrey, foaled a chestnut filly on the 25th inst. to Hermit, and the following letter has been received from Mr. Walker, V.S., of Rugby, the owner of John Davis, "Breakwater foaled a very fine chestnut filly last night, but strange to say it has only got one eye. There is not the slightest vestige of an eye on the off side; the near one is rather smaller than usual, but I think it can see. It is an extraordinary freak of nature; I never saw one like it before. The foal appears perfectly healthy in other respects, and sucks all right."

The British ship *Rockhurst* went into dock at Kowloon this morning for repairs.

We have to report the death of a Chinese child, a little girl 3 years of age, who resided with her mother in Ezra Lane. The child was put to bed ill right last night, in her usual good health, and at five o'clock this morning was found quite dead. Our reporter was informed that the child was taken to Mount Davis for burial before 11 o'clock, so that we are not likely to get to know the cause of her sudden death.

At a meeting of the Roman-Catholic Bishops of Ireland held in Dublin certain resolutions on the now celebrated Land Bill were passed, and it was resolved to forward a copy of the proceedings and resolutions to the Prime Minister. In consequence, the following letter has been addressed by Mr. Gladstone to the Roman Catholic Archbishop of Armagh:—

"10, Downing-street, Whitehall,
April 29, 1881.

"My Lord Archbishop, I have to acknowledge the receipt of your letter, which encloses the resolutions of the Roman Catholic Bishops of Ireland on the Land Bill now under discussion in the House of Commons.

"I need not say that, together with my colleagues, I am sensible of the weight attaching to any representation on a great Irish question from a body so intimately associated with the history, the feelings, and the interests of the people. I am thankful for the acknowledgment given in this document of the intention with which it admits the measure to have been framed; and I can say without fear that, if it be recognized, as it appears to be, by the representatives and the people of Ireland as a valuable Bill, there shall be no reason to complain of any slackness or indecision on the part of the Government in putting it forward until it becomes law.

"At the same time I must frankly add, after reviewing the list of the numerous and important changes advised by the Bishops, that Her Majesty's Government, while they will welcome any amendment from whatever quarter that may tend to improve the Bill, cannot hold out the expectation of their acceding to any changes which would give it a new character.

"I have the honour to remain, my Lord Archbishop, your most obedient and faithful servant,

"W. E. GLADSTONE"

POST OFFICE NOTICE.

Mails will be closed as follows:

Day	Date	Hour	Destination	Vessel's Name
To-day	June 17th	3.30 p.m.	SWATOW,	Marlborough,
"	" 17th	5.00 p.m.	SAIGON,	Adria,
"	" 17th	5.00 p.m.	NEWCHIWANG,	Pernambuco.
To-morrow	" 18th	3.30 p.m.	Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c.,	Charlton.
"	" 18th	5.00 p.m.	HOIHOW, PAKHOI, AND HAIFONG,	Hainan.
Thursday	" 23rd	Papers, &c.— 2.00 p.m.	The United Kingdom and Europe via Brindisi; the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.	RAVENNA.
Friday	" 24th	Letters— 3.00 p.m.	NAGASAKI AND YOKOHAMA,	Sunda.
Thursday	" 30th	11.00 a.m.	The United Kingdom and Europe, via Naples; Saigon, Straits Settlements; Batavia, Borneo, Ceylon, India (via Madras), the Australian Colonies, Aden, Egypt, Malta, and Gibraltar,	Sindh.

Correspondence (including parcels when admissible) can be registered for all Private Ship mails up to five minutes before the time for closing; for the American, Indian, Torres Straits, Shanghai, or Yokohama contract mails, up to a quarter of an hour before; for mails for Europe &c., up to an hour before.

SHIPPING INTELLIGENCE.

ARRIVALS.

June 16, Vorwaerts, German steamer, 611, II. Evers, Saigon 12th June, General.—Arnold Karberg & Co.

June 16, Schwan, German brig, 275, Schroder, Whampoa 13th June, Ballast.—Siemssen & Co.

June 17, Ilimalaya, British steamer, 514, Beedle, Canton, 16th June, Ballast.—C. M. S. N. Co.

June 17, Chinkiang, British steamer, 799, S. M. Orr, Shanghai, 12th June, General.—Siemssen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

June 16th.

Esmeralda, British steamer, for Manila.

Dale, British steamer, for Bangkok.

Rose M., British bark, for San Francisco.

June 17th.

Chinkiang, British steamer, for Canton.

DEPARTURES

June 16, Jan Peter, German bark, for Whampoa.

June 16, Wladivostok, Russian str., for Nicolajefsk.

June 16, Solidor, French bark, for Tientsin.

June 16, Iroquaddy, French str., for Marseilles.

June 16, Esmeralda, British str., for Manila.

June 17, Dale, British steamer, for Bangkok.

PASSENGERS.

ARRIVED.

Per Vorwaerts from Saigon, 14 Chinese.

Per Chinkiang from Shanghai, 12 Chinese.

SHIPPING REPORTS.

The British str. *Chinkiang* reports left Shanghai at 10.35 a.m. on the 12th instant, and arrived in port at 10 a.m. on the 17th. From light ship to Tang Ying Islands had strong southerly and south westerly gales with thick weather. Latter part heavy rain. From Tang Ying to port moderate to fresh monsoons. Passed steamers *Belge* at 5 p.m. on the 15th off Quemoy, and a Russian steamer at 3 p.m. on the 16th off Breaker Point.

Hongkong Temperature.
(Taken at Messrs. Falconer & Co.'s Register, Queen's-road).

HONGKONG, 16th & 17th June, 1881.

BAROMETER—1 p.m. 29.910
Do. 4 p.m. 29.852
THERMOMETER—1 p.m. 36.000
Do. 4 p.m. 34.000
Do. 1 p.m. (Wet bulb) 31.000
Do. 4 p.m. 31.000
BAROMETER—9 A.M. 299.38
THERMOMETER—9 A.M. 34.000
Do. 9 A.M. (Wet bulb) 31.000
Do. Maximum 36.000
Do. Minimum (over night) 31.000

INTIMATIONS.

V. R. GARRISON THEATRE.

AN ENTERTAINMENT

will be given by the
27th INNISKILLINGS,
entitled
"THE LASS THAT LOVED A SAILOR"
(H.M.S. PINAFORE).

on
TUESDAY and WEDNESDAY,
21st and 22nd June, 1881.

Under the Patronage of Colonel HALL,
R.A., Commanding Troops in
China and Straits Settlements,
And by kind permission of Colonel
GEDDES, 27th Inniskillings.

Doors open at 8.30 p.m., to commence
at 9 p.m.

Reserved Seats 1 DOLLAR.
Front Seats 50 CENTS.

Tickets can be had on application to
KELLY and WALSH, Officers' Mess Ser-
geant, 27th Inniskillings; at the Door
on the Night of Performance; or from
Colour-Sergeants of Companies.

PUNKAHS.

Hongkong, 17th June, 1881.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND

CLOCK-MAKERS,
Jewellers, Silver-smiths, and
Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents for Louis Audemar's
Watches; awarded the highest Prizes
at every Exhibition.

And for Vörgtlander and Lohn's
celebrated Opera glasses Marine glasses
and Spyglasses.

No. 38, Queen's-road Central

HONGKONG AND WHAMPOA

DOCK COMPANY, LIMITED.

NOTICE.

During my absence from Hongkong,
Mr. ROBERT COOKE will act as
Secretary.

By Order of the Board,

D. GILLIES,

Secretary.

Hongkong, 15th June, 1881.

NOTICE.

The Business of General Printers
and Bookbinders, lately conducted
by the late Mr. J. J. da Silva o Souza
under the style of

DE SOUZA & CO.,

will henceforth be carried on under
the same style by the undersigned,
as Lessors of the Goodwill, Machinery,
Plant, &c., belonging to the said
Printing Office.

J. J. DE SOUZA.

H. LÜBECK.

Hongkong, 15th June, 1881.

MACEWEN, FRICKEL & CO.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.

Crosse & Blackwell's, Celebrated House-
hold Stores.

John Moin & Sons', Celebrated House-
hold Stores.

American Stores of all descriptions.

Hunley & Palmer's BISCUITS & CAKES.

BUTTER, Danish & French.

& Canadian PATES &c.,

CHUTNIES & CURRY

POWDER, TEYSSONNEAU'S

FRUITS in juice.

COFFEE, SUGAR, &c., &c.

Wines, Spirits, &c.

CUTLER PALMER & CO.'S "CARTE

BLANCHE," HEIDSIO & CO.'S MO-

NOPOLE, pts. and qts. ADOLPHE

COLLINS'S BOUZY CABINET.

MUMM'S (JULES) CHAMPAGNE

pts. and qts.

"NEYEN'S (BODEN) BOUZY,

pts. and qts.

EXTRA SEC, quarts.

Charles Heidsieck's WHITE SEAL,

pts. and qts. VEUVE CLICQUOT PON-

SARDIN, pts. and qts. Theophile Ro-

derer & Co.'s VERZENAY MOUSSEUX,

pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & CO.'S CHAT-

EAU MOUTON, LORMONT, pints,

and quarts.

ARAUAZAN (Chateau), pints and quarts.

ERMITAGE LUDON, THIBEAUF

(Chateau), pints and quarts.

CHATEAU LA ROSE (Gurcier & Adet's),

pints and quarts.

CHATEAU LAFITE, pints and quarts.

IRES GRAVES, pints and quarts.

BREAKFAST CLARET, pints & quarts.

OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.

Chambertin, Chablis (White), Liebfrau-

milch, Hockheimer, Niersteiner, Stein-

berger Cabinet, Rudesheimer

Born, Koniglich Victoria Berg,

Chateau Yacon, Grand

Vin, Haut Sauterne

Marsala, Saccone's

Pale Dry White Seal Sherry, Yellow Seal

Amontillado Sherry, Cutler Palmer

and Co.'s Sherry, Invalid

Port (1848) Hunt's Port.

Brandy, Whisky, Liqueurs, &c.

1, 2 and 3-star Hennessy's Brandy,

La Grande Mar

SHIPPING IN HONGKONG HARBOUR.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Steamers.						
Abelites	June 15	C. Anderson	British str.	1528	Butterfield & Swire	
Adria	May 30	Fairlough	British str.	781	P. & O. S. N. Co.	
Allay	June 12	Lightwood	British str.	366	D. Lapraik & Co.	
America	June 2	W. Williams	British str.	562	Vogel & Co.	
Englo	May 30	W. Webster	British str.	1198	Gibb, Livingston & Co.	
Bender	June 7	Buchanan	British str.	1330	Gibb, Livingston & Co.	
Claverhouse	June 6	Dugma	British str.	763	Vogel & Co.	
Charlton	May 22	Erskine	British str.	786	Geo. R. Stevens & Co.	
Consolation	June 14	R. Young	British str.	764	Yuen Fat Hong	
Esmeralda	June 13	R. Talbot	British str.	395	Russell & Co.	
Euphrates	June 9	Mitchell	British str.	1299	Russell & Co.	
Gelong	June 11	Atkinson	British str.	1130	P. & O. S. N. Co.	
Hailoong	May 18		British str.	277	D. Lapraik & Co.	
Hainan	June 15	Connor	Amer. str.	281	Afong	
Himalaya	June 14	W. R. Beedle	British str.	514	C. M. S. N. Co.	
Kennmir Castle	June 16	J. Luck	Brit. str.	1360	Gibb, Livingston & Co.	
Kwangtung	June 15	M. Young	Brit. str.	674	Douglas, Lapraik & Co.	
Malacea	June 6	W. Whill	British str.	1045	P. & O. S. N. Co.	
Marlborough	June 15	R. Sanderson	Brit. str.	1175	Butterfield & Swire	
Midlothian	May 14	Chester	British str.	827	Chinese	
Nelson	June 15	J. Thorn	Brit. str.	894	Geo. R. Stevens & Co.	
Nepaul	June 9	Murray	British str.	2065	P. & O. S. N. Co.	
Oxfordshire	June 7	C. F. Jones	British str.	998	Russell & Co.	
Peneto	June 9	Cain	British str.	652	Geo. R. Stevens & Co.	
Pernambuco	June 13	Hyde	British str.	643	Melechers & Co.	
Polluce	May 15	G. Ragusin	Hung. str.	—	Melechers & Co.	
Sea Gull	—	Hayden	Amer. str.	48	China Insurance Co.	
Tanais	June 12	Reynier	French str.	1500	Messageries Maritimes	
Vorwerts	June 16	H. Ryers	Ger. str.	611	Arnhold, Karberg & Co.	
Yettung	June 11	Goggan	British str.	280	Kwok Acheong & Co.	
Sailing Vessels.						
Albion's Isle	May 31	G. Burgess	Brit. bark	340	Chiusee	
Amethyst	May 31	Slocum	Amer. bark	356	Captain	
Anna Cump	June 5	Gardner	Amer. ship	1250	Borneo Co.	
Anton Gunther	May 8	Kuhn	Ger. bark	441	Vogel & Co.	
Bertha	June 13	C. L. Henne	Ger. bark	442	Arnhold, Karberg & Co.	
Bonito	June 14	Wessenberg	Ger. bark	524	Wieler & Co.	
Cingalee	June 13	Pringle	Brit. bark	336	Borneo & Co.	
Chateaubriand	June 12	C. H. Dodd	Brit. bark	409	—	
Chusan	June 8	Thirkell	Brit. bark	786	Melechers & Co.	
C. F. Bryant	June 9	McFarre	Amer. bark	927	Ed. Schellhass & Co.	
C. F. Sargent	June 11	Hetheron	Amer. ship	1701	Borneo Co., Limited	
Carl Ritter	May 24	Jager	Ger. bark	596	Wieler & Co.	
Conquest	June 15	G. Holmes	Amer. bark	575	Captain	
Edmon	June 4	Shaw	Brit. bark	337	Geo. R. Stevens & Co.	
Fochow	June 4	V. Guldberg	Siam. brig	300	Chinese	
Ferdinand	May 21	Westergaards	Ger. bark	416	Meyer & Co.	
Hermino	June 13	Longren	Swed. bark	289	Ed. Schellhass & Co.	
Humboldt	June 13	A. F. Stoll	Ger. bark	329	Lane, Crawford & Co.	
Hammonia	May 31	Weller	Ger. bark	408	Vogel & Co.	
Herman	June 5	Heryssen	Ger. bark	446	Vogel & Co.	
Hilda Maria	June 3	Johannsen	Ger. bark	276	Arnhold, Karberg & Co.	
Highlander	June 3	Clough	Amer. ship	1372	Vogel & Co.	
H. H. McG'vry	June 3	Wm. Y. Ford	Amer. bark	1322	Captain	
H. Upmann	June 1	Weber	Ger. bark	426	Carlowitz & Co.	
Hotspur	June 12	Jack	Brit. bark	522	Melechers & Co.	
Hansa	May 10	Deneken	Ger. bark	428	Vogel & Co.	
H. A. Litchfield	April 30	Langher	Amer. bark	638	Vogel & Co.	
Jan Peter	June 3	Ewert	Ger. bark	335	Siemssen & Co.	
Java Packet	June 6	Hanso	Brit. bark	670	Arnhold, Karberg & Co.	
J. Christian	June 11	Rooklets	Ger. bark	407	Siemssen & Co.	
J. Chase	June 7	Costigan	Amer. bark	696	Siemssen & Co.	
Kjobenhavn	June 13	N. Magleby	Dan. bark	353	Wieler & Co.	
Laura	June 5	Ehren	Ger. bark	350	Ed. Schellhass & Co.	
Louise	June 2	Schierloh	Ger. schr.	245	Ed. Schellhass & Co.	
L. A. Nickels	June 2	Field	Amer. ship	1295	Captain	
Minerva	June 5	Duhme	Ger. brig	330	Captain	
Marie	May 25	Hundewaldt	Ger. bark	428	Chinese	
May	May 27	J. Gibb	Brit. bark	237	J. D. Hutchison	
Mabel	June 4	F. Snow	Amer. bark	783	Naval Storekeeper	
Norseman	June 8	Concepcion	Siam. ship	711	Chinese	
N. Light	May 24	Kenney	Amer. ship	1859	Captain	
Olosoga	Jan. 25	Schluter	Ger. schr.	47	Siemssen & Co.	
P. G. Carvill	June 14	Thos. McFie	Brit. ship	1656	Messageries Maritimes.	
Q. of England	June 13	T. M. Otten	Siam. ship	542	—	
Rockhurst	July 5	Bulford	Brit. ship	400	Vogel & Co.	
Rose M.	May 27	O. Black	Brit. bark	366	Ed. Schellhass & Co.	
Rachel	June 14	Robt. Alleck	Brit. bark	282	Chinese	
S. S. Ridgway	May 31	Townsend	Amer. bark	870	Russell & Co.	
Solidor	May 13	Roullier	Fren. bark	241	Carlowitz & Co.	
Sophie	June 10	H. Bingo	Ger. brig	230	Wieler & Co.	
Spartan	Feb. 6	Vincent	Amer. schr.	81	W. H. Ray	
Tiber	June 12	J. K. Renrie	Brit. bark	923	Borneo Co.	
Tay Watt	June 6	Ecclestone	Siam. bark	640	Chinese	
Theresa	June 5	Hartmann	Dan. bark	414	Vogel & Co.	
Tartar	May 25	Kaew	Ger. brig	256	Melechers & Co.	
Volubity	May 14	R. Martin	Brit. bark	500	Pustac & Co.	
Young Siam	June 7	Gernard	Siam. bark	781	Yuen Fat Hong	

HER MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Class.	Guns.	H. P.	Captain.	Where at
Albatross	Composite Steam-sloop	4	120	Com. A. J. Errington	Cruising Squadron
Comos	Steam-corvette	14	230	Captain J. W. East	Cruising Squadron
Curacao	Steam-corvette	14	230	Captain S. Long	Cruising Squadron
Daring	Composite Steam-sloop	4	120	Commander F. J. J. Elliott	Singapore
Encounter	Steam-corvette	14	350	Captain G. Robinson	Cruising Squadron
Esk	Gunboat	3	310	Lieut.-Com. L. Napier	En route Hongkong
Flying Fish	Steam-sloop	4	120	Lieut.-Com. R. F. Hoskyn	Japan Surveying
Fly	Dble.-screw gun-vessel	4	120	Com. A. F. St. Clair	Chofoo
Foxhound	Gunboat	4	470	Lieut.-Com. J. M. McQuhae	Shanghai
Iron Duke	Dble.-screw iron frigate	14	800	Captain R. E. Tracey	Cruising Squadron
Kestrel	Dble.-screw gun-vessel	4	100	Com. W. M. Lang	Hongkong
Lapwing	Dble.-screw gun-vessel	3	160	Com. W. G. Scott	En route Shanghai
Lily	Screw gun-vessel	3	95	Com. S. Grove	Yokohama
Magpie	Surveying vessel	3	160	Lieut.-Com. A. Carpenter	Hainan Straits
Midge	Dble.-screw gun-vessel	4	120	Tender to Kestrel	En route Hongkong
Moorhen	Gunboat	4	300	Lieut.-Com. W. Carey	Singapore
Mosquito	Gunboat	4	60	Lieut. Hon. F. R. Sandilands	Cruising Squadron
Pegasus	Composite Steam-sloop	6	970	Com. E. F. Day	Cruising Squadron
Shieldrake	Gunboat	4	370	Lieut.-Com. M. L. Bridger	Hongkong
Tweed	Gunboat	3	340	Lieut.-Com. W. M. Carey	En route Hongkong
Victor Emanuel	Receiving ship	20	—	Commodore W. H. Cuming	Hongkong
Vigilant	Paddle despatch-vessel	2	250	Lieut.-Com. C. Lindsay	En route Nagasaki
Wiven	Turret-ship	4	350	In reserve	Hongkong
Zephyr	Gunboat	4	60	Lieut.-Com. N. A. Pollard	Cruising Squadron

FOREIGN MEN-OF-WAR ON THE CHINA & JAPAN STATION.

Name.	Flag.	Guns.	H.P.	Captain.	Where at
Abreck	Russian gunboat	7</td			